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66th YEAR

VOLUME 66
NUMBER 325

RICHMOND, VA., MONDAY, NOVEMBER 20, 1916. EIGHT PAGES.

WEATHER
PAGE 7 —CLEAR

PRICE, TWO CENTS

PRESIDENT WILL DEAL FIRMLY WITH FOREIGN AFFAIRS

He Is Relieved of All Embarrassment by Passing of Political Campaign.

NOW FACES PORTENTOUS
ARRAY OF COMPLICATIONS

To These He Will Give Undivided
Attention for Next
Few Weeks.

SUBMARINE ISSUE NOW ACUTE

He Must Decide Position of United
States on Problems Which
Vex World.

(By Associated Press.)
WASHINGTON, November 19.—A
portentous and complicated international situation now faces President Wilson, and for the next few weeks will engage his attention and that of his advisers to the practical exclusion of all but the most urgent of domestic subjects.

In the last days of the campaign Secretary of State Lansing frequently spoke of the necessity of postponing action on the more delicate international questions because of the uncertainty of the outcome of the political contest had a direct bearing on the success or failure of some of the administration policies.

DEAL WITH PROBLEMS
WITHOUT EMBARRASSMENT

From now on the President expects to deal with all foreign questions without embarrassment, and he is receiving from his advisers a summary of the outstanding issues essential to taking stock of the situation which must be met, now that international relations have returned to their place of prime importance. While it is not evident that there will be any fundamental change in policy, freedom from fear that any move at all would be misinterpreted as inspired by an internal political struggle has been removed.

President Wilson and Secretary Lansing feel themselves able to act with a single eye to the international situation, and their immediate conferences on the President's return to Washington indicate how pressing they feel the situation to be.

The President must decide how the United States shall meet the German submarine question, on the one hand; the entente allied trade restrictions, on the other; whether the retaliatory legislation shall be enforced; whether the traditional theory of isolation shall be abandoned for concerted neutral action, and whether the country shall have an aggressive or a passive policy toward the peace conference, the war after the war, and the permanent League to Enforce Peace, which the President has accepted in theory. And, during the rest of the war, shall America's attitude be governed by a decided benevolence in the interpretation of international law, according to its own interests, or shall it be strictly legalistic, regardless of whom it affects?

SUBMARINE SITUATION
IS MOST DISQUIETING

Most spectacular and disquieting of the problems is the submarine situation with Germany. Five critical cases are pending, one involving a loss of six American lives, two others involving American ships. Increasingly serious is the fast-growing conviction that any kind of general submarine warfare, even if complying with the inadequate rules as to giving warning and affording some measure of safety of passengers, is intolerable. Germany is known to be building submarines rapidly, and there is the possibility of a starvation campaign against England. Its effects would concern all nations. The United States might find it difficult to avoid complications.

The American attitude is flat and final. No technicalities will be admitted. Ships must not be sunk without warning or without provision for the safety of the passengers facing high seas or distant foreign shores. The armed-ship issue undoubtedly will be advanced by Germany, but will not be accepted. Secretary Lansing foresaw it last March when, without announcing his reason, he decreed that merchant vessels could carry a small defensive gun. If that endangers submarines that is part of their weakness. The United States, anxious, as a pacific nation opposed to armament, to increase the power of submarines, recognizes their shortcomings, especially in their vulnerability if surprised and attacked.

The future of the submarine situation is felt to rest entirely with Germany. With the American attitude known, the next step must come from Berlin. Two possibilities are feared: Either that Germany will decide she can starve England by an undersea campaign, or that she may endeavor to involve this country and thus insure the participation in peace conferences of a generous enemy inclined toward just peace terms.

LUSITANIA CASE
REMAINS UNSETTLED

Beyond this the Lusitania case remains unsettled. Germany has admitted liability and offered indemnity. But the delicate matter of its amount has not been settled. Attempts made to close the issue have been blocked repeatedly by unexpected new U-boat complications.

The ravages of the U-53 off New England were displeasing to this government, but the incident was viewed as a calamity the world has never known.

Send Gifts in Socks to Men on Border

Red Cross Chapters Throughout
Country to Begin Collection
Immediately.

(By Associated Press.)
WASHINGTON, November 19.—Thousands of socks stuffed with Christmas gifts are to be presented to the American troops at the border and in Mexico through the Red Cross. Miss Mabel Boardman, head of the organization, announced last night that chapters throughout the country would be asked to begin collection of gifts immediately, such articles as candy, stationery, pipes, tobacco and handkerchiefs being preferred. A cash fund will be solicited, to purchase the socks.

ADMIRALTY ADMITS IT

Makes Official Report of Torpedoing
of Liner Arabia by German
Submarine.

REIDIAN, November 19 (via Sayville).—The German Admiralty today admitted for the first time the torpedoing by a German submarine of the liner Arabia, an Oriental liner. The following official statement was issued:

"The German Admiralty on November 15 reported that a German submarine sank a British liner west of Malta, carrying a large number of passengers and crew. The British Admiralty declared this report incorrect, since no transport was sunk, but the liner Arabia was sunk without warning by a German submarine on November 6, 300 miles east of Malta.

"This is an evident attempt to mislead public opinion for the following reasons: "As reported by the German Admiralty on November 15, a German submarine sank a British liner, carrying a large number of passengers and crew. The British Admiralty declared this report incorrect, since no transport was sunk, but the liner Arabia was sunk without warning by a German submarine on November 6, 300 miles east of Malta.

LEGISLATURE MEETS TO-DAY

Special Session Called by West
Virginia Governor to Consider
Ten Propositions.

(By Associated Press.)
CHARLESTON, W. Va., November 19.—With all members here to-night, everything is ready for the convening of the special session of the Legislature at noon to-morrow to consider the ten propositions embodied by Governor Hatfield in his call. Supporters of the governor believe his plans for changes in the election laws will be carried out without delay while leaders of the Democratic minority insist nothing should be done until the newly elected Legislature can act in January.

Fred L. Fox, Democratic leader in the House, declared that "while there may be merit in some of the things the governor proposes, yet we feel that the people of the State want the new Legislature to pass on them rather than the present Legislature. The Governor's proclamation is broad enough to bring most anything, even to attempt to seat Judge Ira E. Robinson as Governor over John J. Cornwell, who has been elected Governor. We believe he will go as far as he can go."

COUSINS FOUND DEAD

Their Mangled Bodies Are Picked Up
Along Railroad Tracks Near
Danville.

(Special to The Times-Dispatch.)
DANVILLE, Va., November 19.—The engineer of a northbound freight train early to-day came upon the body of Carl Lee, aged nineteen years, of Danville, lying by the northbound track near Brown Summit. Both legs were severed, but Lee still was living. Brought here on the freight, he died in the hospital.

Two hours later a locomotive engineer going south came across the mangled remains of Sam Lee, Carl Lee's cousin, on the southbound track at Benada. The corpse was taken to Greensboro, N. C. Claim Agent S. C. Cunningham said this afternoon that an operative knife, not bloodstained, was found by Carl Lee's body. Both men were well operated here. Aeneas Lee, mother of Carl, said this afternoon that both youths ate supper at her house last night, but mentioned nothing about a railway trip.

FOR GIGANTIC RELIEF FUND

Former Ambassador Herick Suggests
That U. S. Raise \$1,000,000,000 to
Aid War Sufferers.

PHILADELPHIA, November 19.—Former Ambassador Myron T. Herick, identified a distinguished audience assembled at the home of E. T. Stotesbury to-night by the suggestion that the government of the United States should launch at once a gigantic program for the giving of aid to the sufferers in all the warring nations of Europe, the raising of a relief fund of \$1,000,000,000, and the co-ordination under a single committee of the leading men of the country, of all kinds of relief work.

He suggested that the State and Federal governments might give their aid to the extent of making appropriations. "Were we to set the mark at \$1,000,000,000," he said, "that would be little enough for the extraordinary demands of this worst calamity the world has ever known."

RUTH LAW BREAKS NONSTOP RECORD

Leaves Chicago in Face of Gale
on Air Voyage to New
York.

ALIGHTS AT BINGHAMTON

Daring Aviatrix Better by 100
Miles Distance Recently
Covered by Carlstrom.

(By Associated Press.)
BINGHAMTON, N. Y., November 19.—Attempting a nonstop flight from Chicago to New York, Miss Ruth Law, guiding a Curtiss biplane of the military scout type, shattered all American long-distance aviation records for a single flight to-day, when she flew from Chicago to Hornell, N. Y., a distance by railroad of about 650 miles, bettering by about 100 miles the record made by Victor Carlstrom on November 2.

A delayed start, and a cross wind that cut down her speed and forced her to descend to replenish the gasoline supply, were responsible for her failure to reach New York City, Miss Law said, after her arrival at Binghamton this morning.

"Previous to to-day, Miss Law had never made a single flight longer than twenty-five miles. Her machine, a small biplane, has a spread of wings less than half that of the one Carlstrom used.

FIRST 602 MILES

MADE WITHOUT STOP

Miss Law covered a distance of about 755 miles in six hours and fifty minutes, time being deducted for the descent at Hornell. The first 602 miles, the distance by rail between Chicago and Hornell, was made without a stop. Miss Law left Chicago at 8:25 A. M. eastern time, after being delayed by experiments with the carburetor for an hour and a half. In the time thus lost the aviatrix might have covered the remaining distance to New York.

At the outset of her flight, a strong wind blew toward the east. Aided by this she made an average speed of 100 miles an hour at an altitude of about 6,000 feet. During the last 200 miles, before the stop at Hornell, a sharp cross wind blew, with the result that her gasoline tank was soon emptied. She glided two miles into Hornell at 2:07 P. M.

After replenishing her supply of gasoline Miss Law flew the remaining 117 miles to Binghamton without mishap. Here darkness forced her to descend. She intends to continue to New York to-morrow morning.

LEAVES IN FACE
OF SOUTHWEST GALE

CHICAGO, November 19.—Ruth Law, daring aviatrix, flew out of Chicago on the wings of a stiff southwest gale to-day.

The high wind delayed her departure almost four hours, but at 7:25 A. M. despite the fury of the gale, which experts declare would have discouraged any other aviator, Miss Law shot into the air. Two spirals over Grant Park and she was away flying due south at a speed estimated at 150 miles an hour. Her Curtiss "baby biplane" seemed to be working perfectly as she disappeared from view to the southward a minute later.

Miss Law had worked from shortly after 2 o'clock this morning testing out her machine. With her three mechanics, she went to work, every bolt and stay of the machine. They circled the park twice to try out her engines before letting her assistants fill the gasoline tanks.

Miss Law, who is making the flight under the auspices of the Aero Club of America, was confident when she left Chicago that she would break the record of Victor Carlstrom, who flew to New York recently in twenty-five hours and forty-six minutes. She hoped to maintain an average speed of 125 miles an hour.

The aviatrix dressed for cold, biting weather. Over suits of silks and chamois, she wore two woolen suits and outside garments of heavy leather. Two woolen caps and a leather helmet hid her hair.

Reports from Indiana points where Miss Law was sighted soon after she left Chicago showed that at times she was making more than two miles a minute. In the first hour and forty-two minutes she flew 163 miles. She crossed the Ohio State line and passed over Bryan, Ohio, 180 miles from Chicago, at 9:16. Lima City, Ohio, 214 miles from Chicago, sighted her 3,500 feet above the city at 9:46 o'clock.

"I do not know any such word as 'lose,'" said Miss Law as she entered her machine on the lake front here. "I have the utmost confidence. The only thing I am afraid of is whether my light scout machine can carry the fifty-three gallons of gasoline I am taking. No one can tell how any machine will act under pressure or when in tricky air current, but if I can once get my altitude and a good start I believe I will succeed."

And then she stepped on the accelerator and shot into the southwest.

AERO CLUB GIVES CREDIT
FOR NONSTOP RECORD

(By Associated Press.)

NEW YORK, November 19.—Flying from Chicago to Hornell, N. Y., a distance of 590 miles in an air line, Miss Ruth Law established to-day a new American record for a nonstop cross-country airplane journey, the Aero Club of America announced here to-night.

"Miss Law deserves great credit for this flight," said a statement issued by Alan R. Hawley, president of the Aero Club. "She has made an extraordinary record."

TO GIVE MEXICANS ONE MORE CHANCE

Americans Determined to Bring
Sessions of Joint Commission
to Early Close.

WILSON APPROVES ATTITUDE

Cabrera Proves Stumblingblock
in Way of Agreement on
Border Control.

(By Associated Press.)
WASHINGTON, November 19.—Armed with President Wilson's complete approval of his course, Secretary Lane will return to Atlantic City to-morrow determined to bring the sessions of the American-Mexican joint commission to an early conclusion. He is still hopeful that an agreement as to the border situation can be reached, but it was clearly indicated to-day in official circles that the joint conference is entering on its final phase, agreement or no agreement.

If the commissioners find it impossible to formulate a plan, the view taken here will be that the prospect of settling border disputes through diplomacy will be remote. Secretary Lane is understood to have found President Wilson, Secretary Lansing and Secretary Baker in full accord with him on every point when he laid before them last night, in a three-hour conference at the White House, a review of the efforts the American commissioners had made to reach a settlement.

LANE WELL PLEASED

Mr. Lane said to-day he was well pleased with the results of the White House conference, but would not otherwise comment.

It is an open secret that Luis Cabrera, Carranza Minister of Finance, and president of the Mexican commission, has proved the stumblingblock in the way of reaching an agreement. "Commissioners Bonillas and Paul, it is stated, have been ready to approve several different suggestions for co-operative action. Cabrera, however, held out for control of any joint operation, a concession the American commissioners did not feel warranted in making.

It is believed here that the American commissioners have now abandoned the effort to frame an agreement satisfactory to the Mexicans in every detail, and will renew to-morrow their original suggestion, that each government patrol its own side of the line independently, but with the understanding that American troops will pursue into Mexico on a hot trail any bandits who attack border towns. Coupled with that suggestion, presumably, was the proposal that General Pershing's forces would be withdrawn gradually from Mexico, and that no large force would be sent across the line again, unless the de facto government permitted raiders to assemble in such force in Mexico that a strong expedition was necessary to prevent a serious attack.

AMERICAN EXPEDITION
OF NO STRATEGIC VALUE

Army officials believe that the American expeditionary force soon will be moving toward the border, regardless of the turn events may take at Atlantic City. In its present position, many officers hold, the expedition would be of no strategic value should general hostilities break out, while the long line of communication with the advance bases is a constant source of danger, and more or less vulnerable at several points.

MRS. GUNTON SEEKS DIVORCE

Marital Troubles of Aged Pair Will Be
Aired in Bath County
Court.

(Special to The Times-Dispatch.)
HOT SPRINGS, Va., November 19.—Mrs. Rebecca B. Gunton, of Hot Springs, to-morrow will begin action for divorce against George Gunton at the opening of the November term of the Circuit Court of Bath County, on statutory grounds. James T. McAllister, of Hot Springs, and George R. Revercomb, of Covington, Va., are attorneys for the plaintiff.

Mrs. Gunton, who is more than seventy years old, was the widow of William B. Lowe, of Atlanta, Ga., a wealthy financier, who died in 1901. She is a suffragist and was president for many years of the General Federation of Women's Clubs. She married Mr. Gunton in Lewisburg, W. Va., on June 6, 1907.

Mr. Gunton is an Englishman and came to America in 1874. In 1890 he became president of the Institute of Social Economics, and editor of the Social Economist, which, in 1906, was changed to Gunton's Magazine, of which he was the editor. In 1899 he was appointed international director of economic work for the Young Men's Christian Association. He is the author of several books on social economy, and is seventy years old. The couple lived at "Gunton Lodge," Hot Springs, until July, 1915, when they separated. Mrs. Gunton giving "incompatibility of temper" as a reason for the separation.

Mrs. Gunton has two children by her first marriage, Baroness Rosenkrantz, of London, and William B. Lowe, of New York. Mr. Gunton has several children by his first marriage.

GEORGE W. DENNY DEAD

For Years Was Managing Editor of
Knoxville Journal and
Tribune.

(By Associated Press.)
KNOXVILLE, TENN., November 19.—George W. Denny, for years managing editor of the Knoxville Journal and Tribune and correspondent of the Associated Press died this afternoon, following an illness of two weeks.

Committee Begins Hearings on Railroad Legislation To-Day

Questions Which Congressional
Investigators Will
Take Up Go to Heart of
Transportation Problem.

WASHINGTON, November 19.—Congressional investigation into the broad question of government regulation and control of railroads and other common carriers, suggested by President Wilson in his opening address to the last session, begins here to-morrow before a joint committee of Senators and Representatives.

Although the investigation was authorized before the threatened strike by the four great brotherhoods, the investigation will go into the questions which came up at that time, such as regulation of wages by the Interstate Commerce Commission and legislation to prevent a similar situation.

Questions which the investigators will take up go to the heart of the transportation problem, and the inquiry probably will have a potent influence in Congress on the subject of government ownership.

At the hearings it is expected that all the leading railroads, telegraph, telephone and wireless companies, express companies, as well as economists, leaders of labor and agriculture, shippers and bankers, will be heard.

The committee is required to report to Congress by January 3, and an effort may be made to put through legislation before the session ends on March 4, after which the administration will have its present majority in the House.

The resolution for the investigation came at the conclusion of many months of effort on the part of railroads and others interested in questions affecting them, to have a comprehensive inquiry into all phases of government control.

LAST DECEMBER SUGGESTED
COMMISSION OF INQUIRY

President Wilson, in his address to Congress in December, 1915, called attention to the need in this language: "The transportation problem is an exceedingly serious and pressing one in this country. There has from time to time of late been reason to fear that our railroads would not be longer able to cope with it successfully at present equipped and co-ordinated. I suggest that it would be wise to provide for a commission of inquiry to ascertain by a thorough canvass of the whole question whether our laws as at present framed and administered are as serviceable as they might be in the solution of the problem."

"It is obviously a problem that lies at the very foundation of our efficiency as a people. Such an inquiry ought to draw out every circumstance and opinion worth considering, and we need to know all sides of the matter if we mean to do anything in the field of Federal legislation. No one, I am sure, would wish to take any backward step. The regulation of the railways of the country by Federal commission has had admirable results and has fully justified the hopes and expectations of those by whom the policy of regulation was originally proposed. The question is not what should we undo? It is whether there is anything else we can do that would supply us with effective means, in the very process of regulation, for bettering the conditions under which the railroads are operated, and for making them more useful servants of the country as a whole. It seems to me that it might be the part of wisdom, therefore, before further legislation in this field is attempted, to look at the whole problem of co-ordination and efficiency in the full light of a fresh assessment of circumstances and opinion as a guide to dealing with the several parts of it."

RESOLUTION ADOPTED

SIX MONTHS LATER

Six months later the joint resolution was adopted. It provides for the appointment of five Senators and Representatives "to investigate the subject of the government control and regulation of interstate and foreign transportation, the efficiency of the existing system in protecting the rights of shippers and carriers, and in promoting the public interest, the incorporation or control of the incorporation of carriers, and all proposed changes in the organization of the Interstate Commerce Commission, and the act to regulate commerce, also the subject of government ownership of public utilities, such as telegraph, wireless, cable, telephone, express companies and railroads engaged in interstate and foreign commerce, and report as to the wisdom or feasibility of government ownership of such utilities and as to the comparative worth and efficiency of government regulation and control as compared with government ownership and operation." Power was given the committee to sit during a recess of Congress and to summon witnesses and to call on government agencies for assistance. The sum of \$2,000 was appropriated for expenses.

Under the resolution the following members were named on the committee: Senators Newlands, chairman; Robinson, Underwood, Cummins and Brandegee; Representatives Adamson, Sims, Cullip, Esch and Hamilton, all coming from the Interstate Commerce Committee of the two houses.

In its announcement of the hearings the committee said it would consider the subjects as follows: "The subject of government control and regulation of interstate and foreign transportation," and under this head:

"The efficiency of the existing system."

(Continued on Second Page.)

2,128,476 Russians
Lost Since June 1

REIDIAN, November 19 (via Sayville).—The semi-daily Transvaal News Bureau quotes the Central Identification Bureau of Kiev as stating that the number of Russian casualties since June 1 of this year had reached 2,128,476 officers and 2,027,855 men, a total of 4,156,331.

Among the superior officers recently taken, it is stated, were one general of a brigade, four colonels and four lieutenant-colonels, commanders of regiments. It is likewise stated that part of the Russian forces in the Caucasus recently have been transferred to the European theater of war.

BISHOP KILGO ORDAINS NINETEEN PREACHERS

Impressive Exercises Take Place In
Broad Street Methodist
Church.

BIG CONGREGATION PRESENT

Smaller Class Invested With Elders' Orders Last Night at Park Place Methodist Church—Conference Members Occupy Local Pulpits.

Before a large audience in the Broad Street Methodist Church yesterday morning, Bishop John C. Kilgo, the presiding officer of the 12th meeting of the Virginia Conference, ordained nineteen preachers to be deacons. John Marshall and William James Craddock were ordained local deacons. The other seventeen, L. S. Flournoy, William H. Hansman, Jacob J. Clarke, Edward M. Higginbotham, Thomas G. Laughon, Charles H. McNeil, Henry W. Neville, S. W. Wilkinson, William D. Province, Leon W. Cunningham, James M. Moore, Edgar G. Gill, L. F. Callahan, A. L. Stever, and C. A. Tucker were ordained traveling deacons.

The ordination service took place at the conclusion of the sermon, Rev. T. McN. Simpson, D. D., presiding elder of the Richmond District, read the apostolic exhortation to deacons. Lay-deacons in turn, as the stood in front of the altar railing, Bishop Kilgo pronounced the ritualistic commission. "Take thou authority to exercise the office of deacon in the church of God, in the name of the Father, and of the Son, and of the Holy Ghost, Amen." Then having the candidates place their hands on the Bible, Bishop Kilgo repeated, "Take thou authority to read the Holy Scriptures in the church of God, and to preach the same." Rev. R. F. Lipscomb, D. D., secretary of the Virginia Conference, presented to each deacon a certificate stating his rank.

BISHOP KILGO PREACHES
TO LARGE AUDIENCE

Bishop Kilgo preached yesterday morning from the text, "And I, if I be lifted up from the earth, will draw all men unto Me." This he said, significantly, "that death He should die." The church was packed to its full capacity of 1,200, many people were standing, and others were turned away from the doors.

Rev. M. S. Colonna, D. D., of Petersburg, preached last night at Park Place Church from the text, "He must increase, but I must decrease." After the sermon Bishop Kilgo ordained C. C. Bell, H. V. Clark, F. W. England, A. W. Lintum, William A. Oriskany, John B. Peters, and John William Windish to be elders. Assistant Secretary H. C. Pfeiffer, Rev. John Bosman and Rev. R. F. Lipscomb, D. D., were present.

Bishop Alpheus W. Wilson, of Baltimore, a visitor at the conference, preached yesterday morning at Monument Methodist Church, Methodist preachers from out of the city, who are attending the meeting of the conference, preached in a large number of Richmond churches yesterday. Rev. Luke E. Todd, D. D., of St. Louis, Mo., continued his series of lectures on "The One to Win One Campaign" at 3 o'clock yesterday afternoon and at 8 o'clock last night at the Broad Street Church. He will conclude the series at 8 o'clock this evening.

The memorial service in honor of Bishop Peter Ashby will be held at the Broad Street Church to-day at 12 o'clock. The work of the Epworth League will be presented at 11:30 o'clock this morning. It is expected that the business of the conference will be concluded to-morrow, and that the meeting will close with the reading of the appointments by the bishop to-morrow evening.

APPEAL TO UNITED STATES

Can Help in Bringing About World of
Peace, Says Premier of
Canada.

(By Associated Press.)
NEW YORK, November 18.—A great appeal to the United States, a great nation, to aid in defining law and right in such terms that world peace might be maintained, was made by Sir Robert Laird Borden, Premier of Canada, in an address at a luncheon given in his honor at the Lawyers' Club here. The speech, which the entire allies seek, Sir Robert added, is an appeal to one and not an inconclusive one. The club elected the Premier an honorary life member.

MONASTIR FALLS BEFORE ADVANCE OF FRENCH TROOPS

Their Principal Macedonian
Stronghold Is Lost by
Teuton Forces.

VICTORY ON ANNIVERSARY
OF ITS CAPTURE BY SERBIA

Further Rumanian Advance Reported by Bukharest and Petrograd.

QUIET ALONG SOMME FRONT

Adjutant Dorne Brins Down His
Sixteenth German
Aeroplane.

LONDON, November 19.—Monastir has fallen to the allies.

To the strains of the Serbian national hymn the remnant of King Peter's army at 8 o'clock this morning, marching through the shell-riddled gates of the Macedonian city, whence a year ago, they fled in panic and hunger before the great Teuton-Balkan steamroller. At the head of the victorious troops rode Crown Prince Alexander, rejuvenator of the little Balkan kingdom's soldiers, and side by side with them marched French regiments with whose aid this first great step toward the reconquest of Serbia was accomplished. Here and there in the long line of the triumphal march a row of Muscovite "Tchakos" towered above the helmets of steel. Their owners were members of the Russian contingent which also co-operated in the encirclement of the great Bulgarian stronghold. A few minutes after the first battalions had entered, the Serbian colors, red, blue and white, once more fluttered from the mast tops on Monastir's governmental and municipal buildings.

ENTRY ON ANNIVERSARY
OF CAPTURE BY SERBS

The entry was peculiarly timely, for to-day is the anniversary of the capture of the city by the Serbs four years ago.

The French War Office was the first to tell the news of the great success. It was flashed broadcast by telegraph and radio, and a few hours later messages from all entente capitals told of unbounded jubilation.

"Troops of the army of the Orient," said the French official announcement, "entered Monastir at 8 o'clock this morning."

Early in the afternoon word came from Berlin that the German War Office had conceded the loss of the Macedonian base.

"German and Bulgarian troops," the official statement read, "have taken up a position north of Monastir. Monastir is thus abandoned."

The city lies eighty-five miles northwest of Saloniki. Its occupation came as the climax of a bitterly tenacious battle in which attackers and defenders rivaled in gallantry and stubbornness. The defense became untenable after the Franco-Serbian forces had wrested the naturally powerful positions on the Cerna River from the Bulgars and Germans, at the same time smashing the southern approaches. Screening the gradual evacuation of the city, the defenders battled stubbornly for every inch of ground in the Cerna Bend. Even now fighting there is in full swing. The French War Office reports the repulse of new Bulgarian counterattacks against hill No. 1212. It was the possession of this height, taken on Friday, that gave the Franco-Serbian artillery the most important vantage points to send its destructive hail into Monastir proper. Berlin this afternoon admitted further progress by the French and Serbs on the hill. The Serbians to-day captured the summit of another important height, No. 1278. To the east of the river they completely enveloped Grunische.

"The enemy," says the Paris War Office, "is falling back in disorder toward the north, pursued by the Serbians."

GREATEST ACHIEVEMENT
OF ENTENTE THIS FALL

The fall of Monastir to the allies is regarded here as the greatest achievement of the entente armies this fall, overshadowing in moral respects even the successes on the Somme. Military experts concede that it is a victory of moral rather than strategic importance. Had the blow been struck a month or two earlier, it is believed that it would have tremendous effect on the whole military situation in the Balkans. Coming at this late date, however, on the eve of winter, it cannot be expected to usher in a headlong advance northward. The Franco-Serbian campaign, namely, the cutting of the Orient railway, is nil. The distance from Monastir to Nish, where the great railroad swings eastward into Bulgaria, is no less than 165 miles. Immense mountains, impassable during winter, block the advance.

In two respects, however, the capture of Monastir is an accomplishment of incalculable value.

First, for its moral effect, in unshaping in on the face of it the reconquest of Serbia, to which the entente is pledged, and in showing what may be done next spring.

Second, as a precautionary step to strengthen the allies' front in Macedonia against any possible winter thrusts of the Bulgarian-Teuton army. Monastir in their hands, the allies have now a straight second line to